WHAT IS CLAIMED IS:

1. A brake pressure control device in a brake system of the type that brake fluid whose pressure depends on the operation force exerted on a brake pedal is supplied from a master cylinder to a wheel cylinder serving as brake force generator thereby to apply a brake force to a road wheel, said brake pressure control device comprising:

an electromagnetic pressure control valve having inlet and outlet ports respectively connected to said master cylinder and said wheel cylinder for controlling the fluid pressure at said outlet port to become higher from zero to a control differential pressure than the pressure at said inlet port in dependence on a control current applied thereto;

a fluid pump connected at ejection and suction ports thereof respectively to said outlet and inlet ports of said electromagnetic pressure control valve; and

control means for operating said fluid pump and for setting said control differential pressure generated by said electromagnetic pressure control valve to an assist increase pressure at the execution of a brake assist control and to a stop holding pressure at the execution of a slope starting control.

2. The brake pressure control device as set forth in Claim 1, further comprising:

a fluid pressure control device having an inlet port, an outlet port and a drain port respectively connected to said outlet port of said electromagnetic pressure control valve, said wheel cylinder and a reservoir for making said outlet port of said electromagnetic pressure control valve and said wheel cylinder connect with each other, disconnect from each other or connect with said reservoir;

a first conduit connecting said ejection port of said fluid pump to said outlet port of said electromagnetic pressure control valve and said inlet port of said fluid pressure control device through a first check valve for preventing fluid from flowing toward said ejection port; and

a second conduit connecting said suction port of said fluid pump to said drain

port of said fluid pressure control device and said reservoir through a second check valve for permitting fluid to flow to said suction port.

3. The brake pressure control device as set forth in Claim 1, wherein said stop holding pressure is different from said assist increase pressure.

4. The brake pressure control device as set forth in Claim 1, wherein said control differential pressure generated by said electromagnetic pressure control valve is altered from said assist increase pressure to said stop holding pressure when said slope starting control is to be executed in mid course of said brake assist control.

5. The brake pressure control device combination as set forth in Claim 1, wherein said control differential pressure generated by said electromagnetic pressure control valve remains set to said stop holding pressure when said brake assist control is to be executed in mid course of said slope starting control.